

PLANNING & PROGRAMMING DIVISION  
PLANNING RESEARCH SECTION  
TRAFFIC ANALYSIS UNIT

TAU 3455

T.H. 10  
S.P. 8202-02

Jct. T.H. 10 & 61  
to Bridge at Prescott

Prepared: September, 1964

MINNESOTA HIGHWAY DEPARTMENT

U.S. DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS



DEPARTMENT Highway - Planning &amp; Programming

## Office Memorandum

TO : T. S. Thompson

DATE: August 27, 1964

FROM : Johan Nygaard

SUBJECT: T.H. 10, S.P. 8202-02, - Jct. T.H. 10 & 61  
to Bridge at Prescott

This report is transmitted in response to your August 3, 1964 request for 1984 ADT, DHV, and HCADT for the project location as shown on the map on page 2.

For each segment on the map on page 3 the following data are tabulated on page 4:

- Vehicle Type Distribution
- Total ADT
- Total Heavy Commercial ADT
- Total DHV without Directional Distribution
- Directional Distribution of DHV.

The 1962 ADT for segment 2 which has the highest 1986 ADT on T.H. 10 is 3000.

The Basic Data, Method and Assumptions are presented on page 5.

This request was initiated by B. L. Warzala for H. S. Dartt.

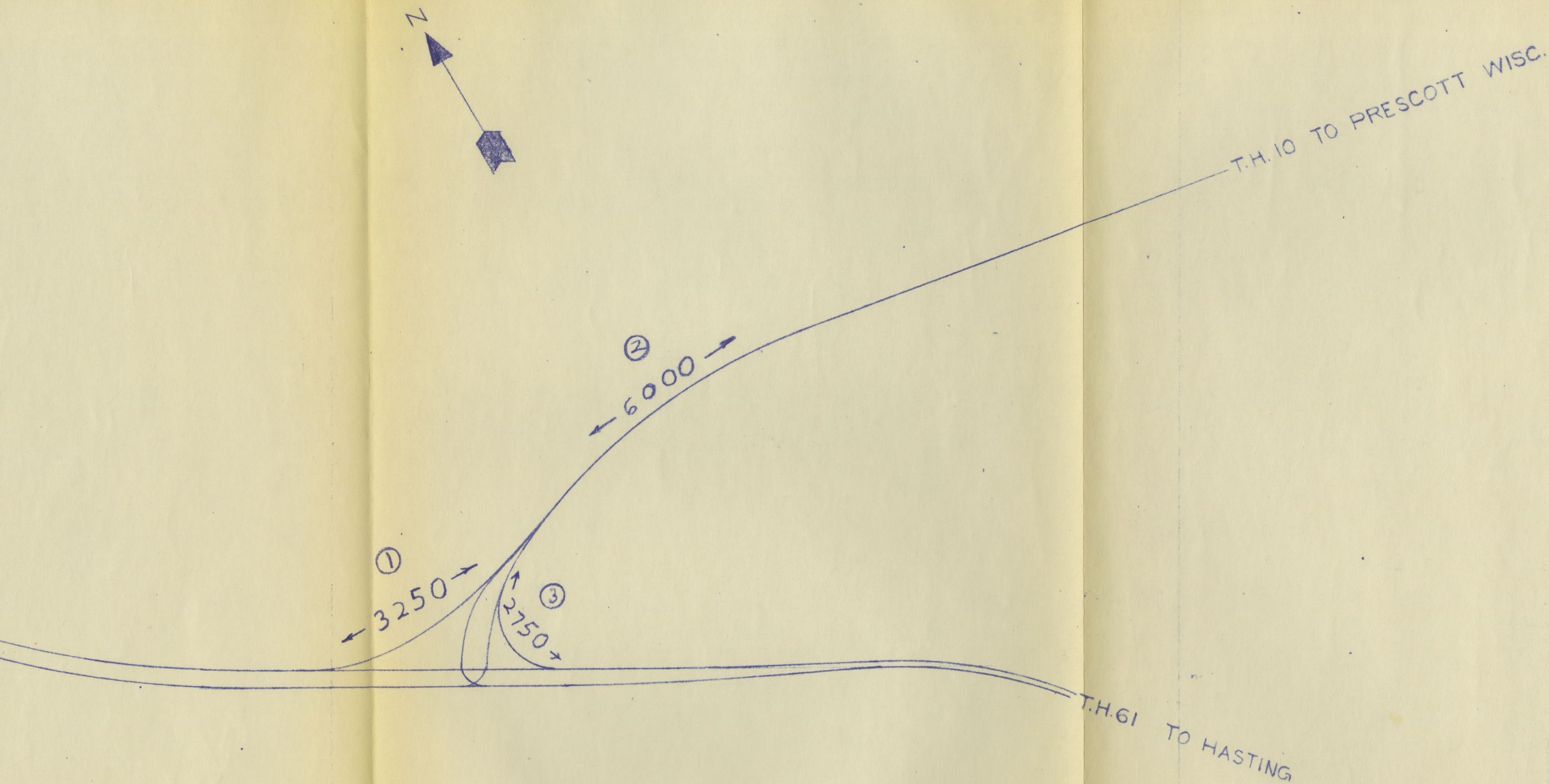
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STATE OF MINNESOTA  
DEPARTMENT OF HIGHWAYS  
WORK MAP

Project Location

S.P. 8202-02





T.H. 10  
S.P. 8202-02

Jct. T.H. 10 & 61  
to Bridge at Prescott

Legend

1984 ADT ..... 2750  
Segment Number .... ③

- 3 -

S.P. 8202-02 T.H. 10  
Jct. T.H. 10 AND T.H. 61



## TRAFFIC ESTIMATE DATA

DESIGN YEAR 1984 PART 1 OF 1

FOR

T.H. 10 S.P. 8202-02 LENGTH - MILES  
 COUNTY Washington LOCATION Jct. T.H. 10 & 61 to Bridge  
at Prescott

BASED ON

1984 ADT FROM TRAFFIC ANALYSIS UNIT

SHOWING

TOTAL ADT ON SEGMENTS 1 THROUGH 3 AS

DEFINED ON ATTACHED INDEX MAP

VEHICLE * TYPE	SEGMENT NUMBER										
	1	2	3								
0	2886	5380	2494								
1	224	376	152								
2	26	44	18								
3	7	14	7								
4	30	52	22								
5	72	125	53								
6	5	9	4								
TOTAL ADT	3250	6000	2750								
TOTAL H. COMM. ADT	364	620	256								
TOTAL DHV	514	948	434								
DIRECTIONAL DISTRIBUTION	60-40	60-40	60-40								

## \* VEHICLE TYPE CODE

0 = PASSENGER CARS AND 4 TIRE TRUCKS  
 1 = SINGLE UNIT-2 AXLE-6 TIRE TRUCKS  
 2 = SINGLE UNIT-3 AXLE TRUCKS  
 3 = TRACTOR-TRUCK OR SEMI-TRAILER- 3 AXLES  
 4 = TRACTOR-TRUCK OR SEMI-TRAILER - 4 AXLES  
 5 = TRACTOR-TRUCK OR SEMI-TRAILER - 5 AXLES  
 6 = BUSES AND TRUCKS WITH TRAILERS

Basic Data, Method and Assumptions

The 1984 ADT for segment 2 is a least squares projection of its past 13 years ADT less 540 trips a day expected to divert from T.H. 10 to T.H. 94. The 540 diversions are based on a projection of the interviews obtained for T.H. 10 at the Prescott Bridge during the 1963 Twin City external origin and destination study. The 540 diversions are also reflected in the 1984 ADT for segment 1.

The DHV for the project was calculated by relating the DHV and hourly records for a continuously operated traffic counting machine situated on T.H. 10 northwest of Red Wing to the hourly machine counts recorded for the project for two summer weekdays.

The distribution by vehicle type is a projection of the vehicle classification counts obtained for T.H. 10 at the Prescott Bridge during the 1963 Twin City external origin and destination study.